

## **PM Conformity Hot Spot Analysis Project Summary for Interagency Consultation**

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
  - a. Is exempt pursuant to 40 CFR 93.126; or
  - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
  - c. Uses no Federal funds AND requires no Federal approval; or
  - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

### **Instructions:**

- 1) Fill out form in its entirety.**
- 2) Be sure to include MPO ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7<sup>th</sup> Street, 12<sup>th</sup> Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Project Description</b> <i>from TIP, RTP, and/or project documents</i> On I-10 in Redlands and Yucaipa from Ford Street overcrossing to Live Oak Canyon Road. Construct one westbound mixed flow lane.		<b>RTIP ID#:</b> 200434		
<b>Type of project</b> <i>see list below</i> Change to an existing State highway.				
<b>County:</b> San Bernardino	<b>Narrative Location/Route &amp; Postmiles:</b> I-10 PM 33.3-36.9  <b>Caltrans Projects – EA#:</b> 0F150			
<b>Lead Agency:</b> SANBAG				
<b>Contact Person</b> Lisa DaSilva	<b>Phone#</b> 909-884-8276	<b>Fax#</b> 909-388-2002	<b>Email</b> ldasilva@sanbag.ca.gov	
<b>Decision Desired</b> <i>Check appropriate box below</i>				
PM2.5	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
PM10	<input type="checkbox"/>	MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern
<b>Federal Action for which PM Analysis is Needed</b> <i>Check appropriate box and describe in Comments below</i>				
<input type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>
<input type="checkbox"/>		<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>
<input type="checkbox"/>		<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>
<input type="checkbox"/>		<input type="checkbox"/>		Other
<b>Scheduled Date of Federal Action:</b>				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
<b>Start</b>	Jul 2004	Mar 2007	Mar 2007	Dec 2009
<b>End</b>	Feb 2007	Nov 2009	Nov 2009	Jun 2011
<b>Project Purpose and Need (Summary):</b> <i>Attach additional sheets as necessary</i> Interstate 10 (I-10) serves as a major east/west urban corridor and commuter route between Los Angeles, San Bernardino County, and points east. Westbound traffic on I-10 between the Live Oak Canyon Road interchange in Yucaipa and the State Route 30 (SR-30)/State Route 210 (SR-210) interchange in Redlands is consistently heavy during a.m. peak hours. The Median Mixed-Flow Lane Addition Project (MFLA) would add a westbound general-purpose lane between Ford Street and Live Oak Canyon Road. The proposed action would extend the MFLA from Ford Street to Live Oak Canyon Road, relieving congestion and improving safety. The extension of the general purpose lane would complete the mixed-flow lane build out in preparation for the future I-10 high-occupancy vehicle (HOV) projects.				
<b>Surrounding Land Use/Traffic Generators</b> (especially effect on diesel traffic) The land uses along both sides of I-10 between Ford Street in Redlands and Yucaipa Blvd. in Yucaipa is primarily open space with some residential. Commercial/light industrial developments are located between Yucaipa Avenue and Live Oak Canyon Road within the vicinity of the local highway interchanges				

**Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)**

**For the No build and build opening year (2011)**

LOS refer to attached Table E and F (N/A<sup>1</sup>). The AADT is 171,900 with 12.4% trucks and 21,400 truck AADT.

**Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)**

**For the no build and build horizon year (2035)**

LOS refer to attached Table G and H (N/A<sup>2</sup>). The AADT is 279,000 with 12.5% truck and 34,800 truck AADT.

**If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)**

N/A

**If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):**

N/A

**Describe potential traffic redistribution effects of congestion relief**

Based on the Traffic Analysis prepared by LSA Associates, Inc. (April 2006) the proposed project would not increase the traffic volumes along westbound I-10. In addition, the construction of the mixed flow lane would improve the roadway level of service (LOS). The attached Tables E through H from the traffic analysis show the improvements in the traffic flow as a result of the proposed project.

[illegible]

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

See attached Particulate Matter (PM<sub>2.5</sub> and PM<sub>10</sub>) Analysis

**TYPE OF PROJECT:**

*New state highway*

*Change to existing state highway*

*New regionally significant street*

*Change to existing regionally significant street*

### *New interchange*

### Reconfigure existing interchange

### Intersection channelization

### Intersection signalization

<sup>1</sup> Please refer to attached Table E and F.

<sup>2</sup> Please refer to attached Tables G and H.

*Roadway realignment*

*Bus, rail, or inter-modal facility/terminal/transfer point*

*Truck weight/inspection station*

*At or affects location identified in the SIP as a site of actual or possible violation of NAAQS*

**REFERENCE:**

**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM<sub>10</sub> and PM<sub>2.5</sub> Hot Spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

### **Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis**

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The existing and future traffic volumes along this segment of I-10 exceed the 125,000 ADT and the eight percent truck traffic POAQC thresholds for new highway construction. However, as shown in the attached Tables E through H the proposed project would not increase the traffic volumes along this segment of I-10. This type of project improves freeway operations by reducing traffic congestion and improving merge operations.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Analysis*, the proposed project would not increase the traffic volumes along the local roadways within the project vicinity. In addition, the proposed project would reduce the delay and improve the LOS along I-10. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables E through H.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.